

NAVY'S FLIERS HOPE FOG LIFTS BY TO-MORROW

Rockaway Seaplanes Ready
for Initial Leg of
Oversea Trip.

FIRST STOP AT HALIFAX

NC-1 With Load of More Than
24,000 Pounds Rises in 10
Seconds in Test.

Soon after the sun glints over the edge of the Atlantic to-morrow morning at Rockaway Point the three naval NC flying boats—the greatest seaplanes in existence—will rise from the surface of Jamaica Bay to fly by a devious route of 4,514 miles across the Atlantic to England.

The time was officially announced yesterday afternoon by Commander John H. Towers, leader of the expedition, with the inevitable proviso of the experienced aviator—"weather permitting." By mid-afternoon—in less than half the time the fastest ship has ever steamed the distance—the seaplanes should be in Halifax harbor, 540 nautical miles away, the first stopping point on the trip. If they are not settling down on the waters of the Nova Scotia bay before the sun sets it is a good indication that their chances of spanning the Atlantic are slight.

"The obstacle most likely to prevent the start on Tuesday morning will be fog on the coast of Nova Scotia," said Commander Towers yesterday. "We must have clear weather there. Of course, we will not start if it is stormy and if there is a strong head wind against us, but the principal thing to worry about is fog at Nova Scotia. We will start if there is only a weak wind against us."

Wind Holds British Six Weeks.

So far, by holding back the British fliers at Newfoundland for six weeks, the wind has favored the Americans, but at any moment there may be a change. Twenty men, seven each in two planes and six in the third, will fly to-morrow morning, but five will be dropped at Newfoundland for their weight in gasoline. Each plane will load on the first lap of the journey will weigh approximately 24,000 pounds. This is two tons less than the weight with which each flying boat will be burdened on the crucial lap of the transatlantic journey, the 1,200 knot stretch between Trepassy Bay, N. F., and the island of Fayal, in the Azores.

One passenger to be dropped at Newfoundland is Lieutenant-Commander R. E. Byrd, U. S. N., who will fly in Commander Towers's seaplane in order that he and Commander Towers may carry out special navigational experiments. Despite the division of dreadnoughts and the destroyers which will patrol the route with numbers of the navy's new seaplanes, the trip will be a hazardous one, with powerful searchlights and wireless apparatus to direct and possibly to rescue the seaplanes, their navigators for hundreds of miles through unknown air currents over an uncharted rim of water and possibly through fog is a difficult problem. On the shoulders of Commander Towers will rest the responsibility if the seaplanes should get lost.

So efficient is the meteorological service, which is a feature of the trip—that Commander Towers will probably know this morning whether the following day is likely to be clear at Nova Scotia. At 1 o'clock yesterday at Halifax, for example, the wind was from the south at the rate of ten miles an hour, and was predicted for to-day. This information was in Commander Towers's hands yesterday afternoon.

No Ceremony at Start.

The start will be absolutely without ceremony. The planes will be moored off shore to-night ready for the trip and to-morrow morning they will clutch the five pounds of personal effects he is permitted to carry and go aboard. Then the seaplanes will go.

No visitors will be permitted to enter the grounds of the station and no mail or other unnecessary junk will be carried. Even Brownie, the talented NC pup who can loop the loop will be left on the beach. His weight in gasoline might mean the difference between success and failure.

The start from Newfoundland will probably take place about ten days after the start from Rockaway, but here again the phrase "weather permitting" looms like a specter over the navy.

"There is absolutely nothing of importance remaining to be done on the three seaplanes," Commander Towers said yesterday. "They have not all been tried out under full load, but this is unnecessary, as their other tests have shown them alike in weight carrying ability. The NC-1 has had a five hour engine test, the NC-2 will have a test of two hours more, as she has only an hour and a half so far, and the NC-4 will have two hours more.

New Test for the NC-1.

The NC-1 had her first test yesterday since a fourth engine was installed and when the wrecking of her wings in the big storm a month ago. This is the plane which carried fifty-one men on one trip, and which has flown from Hampton Roads to Rockaway at a speed of seventy-one miles an hour. She showed qualities yesterday which seemed to surpass those of her younger but not spryer sisters.

Her first test was to rise from the

water with eleven men aboard and with a total load of 24,000 pounds in twenty-two seconds. On this flight she merely skimmed along the water for half a mile at a height of twenty feet before coming down and heading for shore.

The wires controlling her ailerons were of unequal tension.

While remedying this defect mechanics unaccountably exhibited their remarkably strong construction. They walked over her wings and stood on the cross wires connecting her struts and frame, as they might have walked over a locomotive or steel shed.

After the wires were adjusted the seaplane, with Commander H. C. Richardson as added starter, making a full dozen men aboard, taxied slowly over toward Barren Island and turned. Hardly had the roar of her speeding engine reached the watchers at the station than the rattle of white about her broad hull suddenly disappeared. She was off the water. Her time in making this take-off was clocked at ten seconds.

This is said to be a record for this type of flying boat. Besides Commander Richardson, Lieut.-Commander M. A. Mitchell, Lieut. L. T. Barin and Lieut. D. H. McCullough were pilots during the trip.

For fifty minutes the NC-1 cruised about, disappearing from sight out at sea and reappearing far to the north. She flew over the station again at 700 feet, leaving behind her a thin black smear of burned gasoline, which was the cloud that obscured the blue of the sky.

To-day it is probable that all three planes will take the air for final tuning up flights. Their wireless apparatus, both telephone and telegraph, is in good working order and little remains to be done in the way of details.

DESTROYERS ARRIVE AT U. S. FLIGHT BASE

Seven Links of Chain to
Azores in Trepassy Bay.

TREPASSY, N. F., May 4.—The first seven links in the chain of naval destroyers to be stretched across the Atlantic by the United States navy for its transatlantic flight reached this Newfoundland base to-day, and after replenishing their fuel and supplies will proceed to the Azores. These orders require them to reach their stations by May 19.

This first flotilla, to be followed at one-day intervals by two other groups of equal strength, was commanded by Capt. Harry Halbridge of the destroyer Rockaway. Leaving New York Thursday and enroute in fog from Fire Island to Trepassy Bay, they navigated 1,100 miles entirely by directional wireless, with which the giant transatlantic seaplanes will be equipped.

The trip was said by Capt. Arthur Crenshaw, base commander here, to have been one of the severest tests this means of navigation ever had. Only the destroyer Phillips became separated from the flotilla in the fog, but she entered the harbor soon after her companions.

While the natives were watching the unusual congestion in their snug harbor to-day they were startled to see a small speed plane, brought here by the minelayer Aroostook and piloted by Ensign P. Talbot, circle over water and land, testing air currents. Unused to the noise of even an automobile, horses, sheep and goats were sent scurrying across the fields, alarmed at the roar of the motor, while their owners started skyward spell-bound.

White rivalry with the British aviators furthered the Newfoundland coast is keen, officers asserted that the start here would be hastened by indications of their taking the air.

The Aroostook brought also another small plane, but yet assembled, for air tests, and any rescue work needed at the start of the flight from this point. The Aroostook carries, besides spare parts, a large number of spare parts for the event the NC planes need refitting.

While warship commanders went aboard the flagship Perry to-day, many "shore leave" parties from the vessels landed here. It was remarked that more than half the congregations in the local churches were American bluejackets.

HALIFAX, N. S., May 4.—Four United States destroyers arrived at this port to-day in connection with plans for the United States navy transatlantic flight. The destroyers Stevens, No. 58; McKee, No. 57; Robinson, No. 59; and McKee, No. 56, after taking on oil here will proceed to their stations in the Atlantic along the course of the projected flight from Rockaway to Nova Scotia. The destroyer Greeley, No. 24, which arrived yesterday, sailed for her ocean station to-day.

Active preparations are in progress at the United States air station at the eastern entrance of Halifax harbor for the reception of the naval aviators.

MURDER SUSPECT A SUICIDE.

"Sick of Life," Said Indicted Man
After Jump in Boston Jail.

BOSTON, May 4.—Alexander Kroll of Chelsea, under indictment on a charge of murder, died in a hospital today as a result of injuries received yesterday when he jumped from a balcony in the Charles street jail to the floor forty feet below. In a brief hospital stay he was pronounced a hopeless case by the attending physician. He was "sick of life."

Kroll and Mrs. Stella Archook were indicted in February for the murder of the woman's husband by putting poison in coffee.

FLIERS PAY TRIBUTE TO DEAD COMRADES

Squadron Drops Roses on the
Building in Which Memorial
Services Are Held.

AN IMPRESSIVE EULOGY

Crowds in Atlantic City See
Maneuvers of Mourners
High in the Air.

Special Dispatch to The Sun.
ATLANTIC CITY, May 4.—An emotional services for aviators of the allied nations who died in the war were in progress in the auditorium on the steel pier to-day a squadron of fliers led by Eddie Stinson circled about high in the air and dropped roses on the structure. The services were arranged as a tribute to the second Pan-American Aeronautical Convention to the memory of the heroic dead. A great crowd on the pier watched with intense interest the maneuvers of the winged mourners.

Augustus Post, who presided, pointed out that self-sacrifice and spirit carried to Europe by the Yankees—was the spirit of America during the war. He referred to the dead air fighters as noble examples of that spirit.

The Rev. Henry Miele Mallen, pastor of the First Presbyterian Church of this city, who delivered the eulogy of the day, said: "The dirge that we with peevish fitness should sing at this service is suggested in Miss Adams' immortal hymn, 'Nearer My God to Thee.' The spiritual song writer must have had a kind of vision of these latter days when the sons of men are so wondrously 'on joyful wing cleaving the sky.' Nay, she must have had some divinely fine sense of such men as we honor to-day when she continued: 'Sun, moon and stars forgot, upwards I fly.'"

"Cleaving the sky these men soared to wonderful physical heights and achieved great deeds of valor and achievement took their leave of earth, kissing the ground in farewell with their bodies, while their souls winged their way to the throne of God."

W. W. Young of New York, proposed the following, which was adopted:

"Be it resolved that we, members of the second Pan-American Aeronautical Convention assembled in memorial meeting in the presence of Almighty God, with most solemnity to avow our overwhelming debt to the heroic courage and devotion of those who gave their lives through military aviation for the purchase of our freedom."

Unusual activities indicated that a large display is expected to arrive in Atlantic City in the immediate future. Aeronautical authorities have been measuring the ground on the Atlantic City air port and have been locating stakes for a large airship.

It is understood here that arrangements have been made to have a great British dirigible make the trip to America. A representative of a concern making Italian dirigibles also is in Atlantic City negotiating to have an Italian dirigible make the trip here by air. Great Britain is known to have at least two large dirigibles capable of making a non-stop flight across the Atlantic. They are the R-33 and R-34, twin ships, of 2,250,000 feet hydrogen capacity. They are 650 feet long and capable of lifting sixty tons.

BRITISH FLIERS AGAIN HELD.

Bad Weather at Sea Prevents Start
in Ocean Trip.

St. John's, N. F., May 4.—Harry G. Hawker and Capt. Frederick P. Rayham, the British aviators contending for first honors in a transatlantic flight to the Irish coast, were compelled to postpone their "hop off" again to-day, when meteorological reports from mid-ocean, in fact of perfect flying conditions here, once more showed adverse winds and weather far at sea.

At 10 o'clock this morning, with a bright sun shining and a fair breeze waiting seaward, both men announced possibility of a start in the afternoon, but with new reports from ships at sea their plans had to be abandoned. The fliers to-night began their fourth week of waiting for an opportunity to make the "big hop."

GET MACHINE GUN FOR RIOTS.

Police Say They Will Use It at
Lawrence, if Necessary.

LAWRENCE, MASS., May 4.—The police announced to-night that they had obtained a machine gun and men to man it and that it would be used if they considered it necessary in connection with any serious street disturbances resulting from textile strike demonstrations.

The dyers and finishers adopted resolutions to-day urging the manufacturers to "show their opposition to lawlessness by granting a reasonable wage advance" to meet the high cost of living.

Two Held as Bandits.

Attempted Holdup for Payroll Is
Charged.

Frank J. Custer, 19, of 7074 Park avenue, and Michael Barth, 31, of 29 Bradhurst avenue were held in \$20,000 bail yesterday for an alleged attempt to hold up Julian Schumann, manager of a house cleaning concern at 445 Amsterdam avenue, after he had drawn the weekly payroll and returned with it to the store on Saturday.

COSTA RICAN BATTLE NEAR.

Reinforcements Sent to Nicaragua
Frontier.

SAN JUAN DEL SUR, NICARAGUA, May 4.—No important fighting has yet occurred on the Nicaragua-Costa Rica frontier, where a clash took place last Thursday between Costa Rican exiles and a force of Costa Rican frontier guards. Three hundred more men started from Granada yesterday for the frontier. The commander in chief of the expedition is the Mexican General Manuel Chao.

Many Nicaraguans are with the forces of President Tinoco of Costa Rica, including Julian Elias, former military governor of Granada, and Gen. Camillo Chamorro.

MAY 4 WAS DAY OF ANNIVERSARIES

293 Years Previous Minuet
Became Governor Here.

Yesterday was the anniversary of many notable events in history.

On May 4, 1626—293 years ago—Peter Minuet arrived at New Amsterdam as Governor. His population then was estimated at 200.

On May 4, 1775—144 years ago—Patrick Henry, of Dumfries, of Virginia to pay for powder seized; first overt act of war in Virginia.

On May 4, 1814—105 years ago—Bonaparte ruled Elba.

On May 4, 1861—58 years ago—President Lincoln informed foreign Governments that he would employ force to preserve the Union.

On May 4, 1865—54 years ago—the body of President Lincoln was buried at Oak Ridge Cemetery, Springfield, Ill.

On May 4, 1890—29 years ago—about 170,000 English workmen met in London and advocated an eight hour day.

On May 4, 1894—25 years ago—a series of insurrections in Cuba began.

SHAD NETS BROKEN BY HUGE STURGEON

Fishermen Suffer Losses and
Plan Hunt.

Special Dispatch to The Sun.

FOOTMARKERS, May 4.—A huge sturgeon that fishermen say weighs more than 200 pounds, the first sturgeon of any size that has been seen in the Hudson River in years, is causing worry among the shad fishermen of this section. Hardly a day passes that their nets are not torn when they start to haul them in after leaving them out for a few hours in a drift for shad. Several fishermen have noticed a great commotion about their nets, but on pulling them in they find the meshes torn where a large fish had become entangled, but had torn its way out. Some fishermen have seen the fish, which they describe as the largest ever seen in these waters.

Shad nets are now expensive luxuries, the average costing more than \$100. Dozens of nets have been destroyed. An organized effort is being made to land the huge fish, but it is feared this is the forerunner of an invasion of sturgeon. If this is the case it will raise havoc with shad fishing.

Sturgeon, or "Albany beef," was at one time one of the cheapest commodities in this market, but now eels of caviar were made near here after the Russian formula, but this industry is now extinct.

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Custer was captured in a basement at 203 West Eighty-first street, where he had fled, frightened, the detective said, by the sound of his own gun, which he had fired at Schumann. Barth was overtaken by Harry McCormick, a truck driver, at Eighty-first street and Broadway.

GEN. ALEXANDER ON 'LOST' BATTALION

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line at about 1800. The casualties in this command up to about that time—that is during the advance—amounted to about one hundred officers and men killed and wounded. As the result of this advance two German officers, twenty-eight men and two machine guns were captured.

Trench Crossed, Wire Overcome.

During the advance a trench system was crossed and heavy wire was encountered and overcome. This attack was delivered by Companies A, B, C, E, G and H, 308th Infantry, accompanied by sections of machine guns from Companies C and D, 306th Machine Gun Battalion, and was directed along the left flank and slopes east of the ravine referred to. D and F companies, 308th, were west of the ravine referred to, and held that position, while the Third Battalion of the 308th Infantry went further to the rear.

Upon reaching the objective a position for the night was taken up on the Al Viergette-Moulin de Charlevaux road. This position was held by the 308th Infantry, the Moulins de Charlevaux on the steep bank which runs down from the road to the bottom of the ravine. The machine gun sections were placed on the flanks of the line and the left flank was refused—somewhat with a view to securing what was considered the most dangerous quarter. The men, of course, dug foxholes and prepared to hold their positions as directed.

The orders contemplated that the line, on advancing to the east and west road referred to would reorganize, perfect its liaison between the organizations, take the ground to the front by means of strong patrols and prepare for further advance to be started when ordered. At daybreak on October 3 Company E was detached from the command and started back along the line of advance, the intention being that it join Companies D and F on the west of the ravine, attack with them, bring up the left of the line to its proper position in liaison with the companies already on the objective.

In order to clear up here the movements of this company, it may be stated that upon moving to the rear for the purpose indicated, it was found that enemy forces had got into position during the night and very few of the men of the company got through. One platoon returning to Col. Whittlesey's command and one officer and eighteen men of the company finally getting through to the south.

Liaison Group of 307th Armies.

About 7 A. M. on October 3, the command was joined by two officers and about eighty men of Company K, 307th Infantry. This company had been detached from the command of the 307th as the liaison group between his regiment and the 308th Infantry. It now came up and took its place at the right of the line, participating an advance by the remainder of the front line battalion of the 307th Infantry. The situation from that time on until the remainder of the line was able to advance remained as has been given.

Col. Whittlesey's command held its position, repulsed numerous attacks of the enemy, suffered losses in so doing, but held on. An organized command, when the remainder of the line came up. The remainder of the line upon attempting to advance found decidedly stubborn opposition in its front, and was unable to make but small advances at any one time.

The position on the spur known as Bois de la Naze has been referred to. It further developed that on the left of the division sector a Boche trench system was found running down from La Palette across the spur which leads west from the Bois de la Naze. This trench system, probably but very lightly occupied at the time of Whittlesey's advance, was recaptured by the Germans in the night, and the trench was broken through the enemy formations, and the 307th Infantry moved up to the line established by Major Whittlesey's command, reaching that position about twenty-one hours the night of October 7. The advance of the 307th was followed very shortly by the entire 153d Brigade and by the remainder of the 308th Infantry.

The daily and periodical press has seen fit to refer to Major Whittlesey's

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the evening of October 3 that the battalion of the Divisional Reserve located at the entrance of the Ravin Pontineux Charnes, near La Harazanne, move at once to the vicinity of the Depot des Mades the morning of the 10th. The command, 154th Brigade, of this action and directing him to utilize his brigade reserve for the purpose of protecting the event designated for him by the battalion of the Divisional Reserve at his disposal for a brigade reserve in case necessity for its use in that capacity should arise.

French Information Erroneous.

It was contemplated of course by me that the brigade reserve would stop the gap existing on my left flank. I knew that the French had made no advance, whatever they had attempted, although the information I received from the corps placed the French at Lancois. I told the corps, however, that the information was entirely erroneous, and that the brigade reserve was not placed where it could accomplish the end desired. Instead of being placed facing west or northwest so as to stop the gap in the line, the brigade reserve was apparently was placed in double column of companies about on the spur marked 212, south of the road leading into Harville from the east.

The situation of Major Whittlesey's command was of course recognized by me as being extremely critical. He had gone into action with his reserve rations only—supposedly a supply for two days. Fear was entertained that his ammunition supply might run out, and consequently every possible effort was made by the division to advance our line so as to again come into communication with him. For this purpose five direct attacks, preceded by strong patrolling, were made, but none of these attacks succeeded in breaking through the Boche line. The right (153d) brigade advance.

Effort was also made by means of the Air Service to reach Col. Whittlesey's command with supplies, but none of these attempts succeeded in reaching the command, and carrier pigeons for communication, but owing to the density of the undergrowth and the consequent uncertainty of his actual position, none of these efforts met with success: two planes and two aviators being lost in the effort.

The position on the Bois de la Naze was strong in itself, and was sufficiently organized to offer serious obstacles to an advance. In addition to this, my right flank was quite exposed, there being no friendly troops in position on that side, except some scattered elements of the division on my right, which were quite out of touch with all the remainder of their division. It was every effort was being made to alter men in small groups through the interval between the ridge of the Bois de la Naze and the ridge running southeast from the Moulins de Charlevaux. It was found that the enemy were not to extend entirely across the ravine, the ravine being the axis of the Bois de la Naze and the Bois de la Naze, made by the Bois de la Naze, at the western end of the Bois de la Naze.

Advance Is Bitterly Opposed.

Effort was made to build up a line on the southern slopes of the Bois de la Naze, particularly on the ridge just north of the stream junction. These efforts were bitterly opposed by fire coming from the reverse slopes of the Bois de la Naze and the ridge to its west, with machine gun fire from the front. But after the most determined efforts a firing line was finally built up on the nose referred to and this firing line, taking in reverse the enemy organizations in front of our line, the opposition from these organizations began to show signs of giving way early on the morning of October 7.

At this time communication with Col. Whittlesey's command had been cut off for five days and it was realized that the men must be supplied with food and ammunition as well. At the first sign of weakening of the hostile resistance a determined advance was made in the night, and the trench was broken through the enemy formations, and the 307th Infantry moved up to the line established by Major Whittlesey's command, reaching that position about twenty-one hours the night of October 7. The advance of the 307th was followed very shortly by the entire 153d Brigade and by the remainder of the 308th Infantry.

The daily and periodical press has seen fit to refer to Major Whittlesey's

command as "The Lost Battalion" and to speak of its "rescue." In the opinion of the Seventy-seventh Division neither of these terms is apposite. Major Whittlesey conducted his command to the objective designated for him by the division commander, occupied the position assigned him and held that position until the remainder of the division was able to move up to him. He held it with the indomitable determination which has characterized the work of the American soldier wherever he has been called upon to perform a task. This command was neither "lost" nor "rescued." It suffered heavy losses; it was subjected to fire from both enemy and supposedly friendly artillery. (The French in spite of my determined protest, placed artillery fire on this ravine the morning of the 7th of October, being quite convinced that the command must have surrendered.)

Notwithstanding all of this Col. Whittlesey and his command held the position to which they had proceeded under my the great danger to me when I visited them on the very early morning of October 8, an organized command, in good order, and in excellent spirits. It may be noted that the command held the position to which they had proceeded on the morning of the seventh when the command was under its most disadvantageous circumstances, was repelled with scorn, the command being perfectly competent to look out for itself even then.

WOMAN STRANGLED AFTER BEING BOUND

Victim the Mother of Three
Children.

BARRE, Vt., May 4.—The naked body of Mrs. Harry E. Broadwell, 29 years old and the mother of three children, was found in a garden off North Main street early today, with the throat bound tightly with a man's handkerchief and the hands, still in lead gloves, bound tightly at the back. Death was by strangulation, according to the police, whose theory is that the woman was murdered in a nearby building and the body dragged to the garden before daybreak.

Beside the body were found the woman's watch and hat and twenty feet away her open pocketbook, which was empty. Close by were found all the articles of clothing except the shoes and stockings, which were on the body. Dr. H. B. Stone of the State Laboratory of Hygiene performed an autopsy, but did not make public his report.

SHIP CALLS POLICE BY RADIO.

Fireman on Deck Is Wounded by a
Mysterious Shot.

In answer to a radio call from the steamship Makanda of the United States Shipping Board, lying off Sixty-fourth street, Brooklyn, Capt. John Smith of the police marine division responded in a police launch. He found John O'Donnell, 29, a fireman, suffering from a gunshot wound in the left arm.

O'Donnell said that when working on the deck he suddenly felt a stinging sensation and a moment later he was wounded. He heard no gun report and said that the shot must have been fired from shore or from a passing vessel. He was treated and taken to Kings County Hospital.

Give 'Em The Glad Hand

and if you can't do that you can show just as much appreciation some other way. Let the boys of the 77th know they're welcome—yes, more than welcome! Practice makes perfect, so when the Victors march along Victory Lane every one should be able to shout louder, yell longer and scream shriller than they ever did before—but that's not enough.

Old Glory

should be in great prominence over the entire city. It should decorate every house and be carried by all who see the parade. Literally speaking, Father Knickerbocker should be painted red, white and blue. Good flags, poles, etc., are here in abundance and at prices lower than any other store.

U. S. Flags Of Wool Bunting

2x3 ft.,	\$2.34
2 1/2 x 4 ft.,	3.24
3x5 ft.,	3.71
4x6 ft.,	4.46
5x8 ft.,	6.58
6x10 ft.,	9.16
8x12 ft.,	14.79
10x15 ft.,	22.74
12x20 ft.,	37.50
15x25 ft.,	69.50
20x30 ft.,	109.00

Mercerized Flags, 12x18 inches, mounted on black ebonized staff with gilt spear head, 19c
Welcome Home Pennants 16x30 inches, 23c
Single paper letters spelling "Welcome Home," 24c
The above mounted on white enameled strips, 49c

Flag Poles

with ball and hal-yards.

8 ft.,	84c
10 ft.,	\$1.09
12 ft.,	1.47
14 ft.,	1.99
16 ft.,	2.49
18 ft.,	2.99
20 ft.,	3.49
22 ft.,	3.99
24 ft.,	4.49
26 ft.,	4.99
28 ft.,	5.49
30 ft.,	5.99

Adjustable flag pole brackets to fit 8, 10 and 12 ft. poles, \$1.49
To fit 14 ft. poles, 2.69
Flag poles painted white with gilt ball and hal-yards.

8 ft.,	\$1.59
10 ft.,	1.89
12 ft.,	2.24

500—Fifth Floor, 34th Street.

We Shall Be Closed Tomorrow, Tuesday

Following the example set by this store in closing the day the 27th Division was welcomed home, we shall not open our doors tomorrow when the 77th Division marches in triumph through the town. We want all our co-workers to enjoy the opportunity of acclaiming the victors.

Macys
Herald Square, Broadway,
34th to 35th St.
We Sell Dependable
Merchandise at Prices
Lower Than Any Other
Store, but for Cash Only.
Store Opens 9 A.M.
and Closes 5:30 P.M.

